

NEWS OF TRAGEDY WAS WITHHELD

Practically Certain That Disaster Was Known Monday Morning.

WHITE STAR MAKES DENIAL

Rumored That Unloading of Stock Was Purpose of Concealment.

New York, April 16.—This was a day of anxiety, in which repeated efforts were made to get into wireless communication with the Cunard steamer Carpathia, with survivors of the Titanic. This morning at 7 o'clock a message was received, which had been relayed from the Carpathia by the White Star liner Olympic, which had been ordered to stand by the Carpathia in the hope that those on land might be kept in wireless touch with the Carpathia and those rescued from the Titanic. The message gave the names of some survivors.

Evening came, and D. S. Franklin, vice-president of the International Mercantile Marine, said that he had almost come to the conclusion that the only survivors were on the Carpathia. He did not want to think that way, he said, and he hoped it would turn out differently, but he did not believe that there were any passengers of the Titanic on the Virginia or the Parisian, which were reported as being near the Titanic when she went down. When some one told Mr. Franklin that there had been a dispatch from Montreal that the Allan Line said the Virginia was coming into Halifax and probably had survivors, Mr. Franklin said with vehemence that he believed that false reports were being sent out of Montreal, and it was unlikely that any such statement had been made by the Allan Line.

Mr. Franklin seemed surprised that no message had been received from J. Bruce Ismay, managing director of the

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International Mercantile Marine. It was evident that the Carpathia and officials of the line had been endeavoring to get information from Mr. Ismay, who is on the Carpathia, without success.

"We are making every effort," Mr. Franklin said, "to get on the Carpathia as complete list of persons rescued from the Titanic. We have no means of knowing how many passengers and how many members of the crew of the Titanic came to us, and the difference between the 675 and the 800 included members of the crew who manned the twenty boats which were put off from the Titanic.

We have tried in every way to get word to the Carpathia through the Olympic, which was told to stand by in order to relay messages," said Franklin. "A message was sent to the Marconi operator at Cape Race to find out why a message could not be sent. Perhaps the Carpathia is out of wireless range. We understand her wireless range to be between 150 and 200 miles."

Two messages from Captain Rostron, of the Carpathia, came to the office of the Cunard Line this morning. The first message was received at 6:30 A. M. and said: "3:30 A. M. New York time. Lat. 41:45 north, long. 50:29 west. Am proceeding to New York unless otherwise ordered. About 800. After having consulted with Mr. Ismay and considering the circumstances with so much ice about, consider New York best. Large number of icebergs and twenty miles field ice, with bergs amongst."

The second message was received at 7:20 A. M. and said: "This morning, I have no date to show when it was sent by Captain Rostron. It said:

"Titanic struck iceberg, sunk Monday 3 A. M. 1912 north 50:11 west. Carpathia picked up many passengers in boats. Will send further particulars later. Proceeding back to New York."

There was some comment on the fact that the second message received explicitly had been sent first by Captain Rostron. The Cunard line said that all they knew was that the messages came to them this morning as indicated, although it was very plain that they had been sent the day before by Captain Rostron, and must have been floating around all Monday with the news that the Titanic had sunk.

In conjunction with this, a steamship man said that it was known in this city early on Monday that the Titanic had sunk, and that a wireless message had been received and authenticated. The man who had the message, according to this steamship man, did not have the authority to make it public, but there were others who knew of it who did.

The general traffic manager of the Marconi Company said that no such message had been received by the company, and Vice-President Franklin, of the International Mercantile Marine, insisted that the first word he got of the sinking of the Titanic was about 6:30 o'clock Monday evening, and as soon as possible he informed the newspaper reporters. Rumors to the effect that news of the sinking of the Titanic was held back for the purpose of unloading International Mercantile Marine stock, and also to get more insurance on the vessel, even at a very high premium, could not be verified in any way and officers of the White Star Line were emphatic in denying that there had been withholding by the White Star Line.

The officers of the Cunard Line kept sending messages to Captain Rostron, of the Carpathia, telling him to let the company know as soon as possible when the Carpathia might be expected at this port, and for any other news that he had of the Titanic and her passengers. But a few days from Captain Rostron all day but the company kept sending wireless dashes to other vessels, and the marine experts figured out this evening that the Carpathia should get here Thursday evening, and maybe Thursday afternoon. The Carpathia arrived at 11:30 A. M. today, and she had not yet received any news from the Titanic, which is due here on Thursday evening, or it is likely that her operator will pick up a land station.

The Carpathia is carrying 120 first and second cabin passengers and 120 crew, and 120 crew. There is some room in these cabins for Titanic survivors without crowding. There is lots of room in the steerage, which can accommodate 2,000 passengers, and the steerage has nothing like its full quota.

PHILADELPHIANS LOST.

Philadelphia, April 16.—Six of the thirty-three Philadelphia knights who have been on the Titanic are unaccounted for. They include George R. Widener and his son, Harry Elkins Widener; William C. Dillies and C. John Widener.

Mr. Widener is the son of P. A. B. Widener, the Philadelphia knight. Mrs. George D. Widener was saved. Mr. Widener is a relative of the Cox family, wealthy coal operators, and was returning from Switzerland. His wife is still in that country.

P. A. B. Widener was greatly distressed at his inability to get news about his son or grandson. After trying all avenues of communication, he went to New York in the hope of learning something.

Among those rescued were J. R. Thayer, second vice-president of the Pennsylvania Railroad, his wife and son.

TWO DARK HOURS ON TITANIC BEFORE GREAT HULK DISAPPEARED

Admiral Webster Graphically Pictures Scene After Crash With Submerged Ice Floe.

RAN HER BOTTOM ON ICEBERG

Only Way to Sink Ship Was by Ripping Giant Hole Below Her Water Line.

Rear-Admiral Harrie Webster, U. S. Navy, gave a reporter for The Times-Dispatch last night a graphic theory as to how the disaster to the Titanic occurred, why the collision happened, and the reasons for such tremendous loss of life.

"The foundering of the giant White Star liner is the greatest disaster in the history of the marine," said Admiral Webster. "To one who has spent his life on the sea the terrible picture appeals most vividly, and I can picture the closing scenes of the accident almost as completely as if I had been on board. Imagine the sudden crash, the rending of timber and the shivering of the great hulk from stem to stern—shouts of men, shrieks of women, curses and prayers, running of feet to and fro, and the mad scramble for life boats and anything that would float a body."

Two hours in darkness. It seems inconceivable to the land-talker that during the four-hour interval, from the time of the collision to the sinking of the boat, the entire list of passengers and crew was not stowed into the life boats and saved from destruction. From the speed with which the Titanic sank after the accident, it is a safe presumption that for the last two hours of the fight the great ship was in total darkness, thus making the mustering of the 2,000 persons into boats a tedious business.

"The Titanic sank as quickly as is possible for a ship of her size, thus showing that the hole torn in her bottom must have been cavernous. The water would, of course, rise first in the lower part of the hull, reaching and putting out of commission the boilers and engine fires within one or two hours. When the boilers failed and the steam gave out then the lighting system would fail, after that the wireless apparatus. We can be sure of the darkness during the last two hours because of the gradual failing of the wireless. The first call of O. S. came distinctly and clear, and each one following became weaker and weaker until finally nothing could be distinguished. The rising of the water in the hull, the extinction of the fires, the failure of the boilers, and darkness.

Almost heart-breaking. "In time of accident it is hard enough to preserve discipline on board ship. Under the best circumstances, daylight and a calm sea, a vessel with light tails, when the water is cold and the winds wild, when there are women and children to throw brave men into confusion and the ship sinking fast, how hard and how necessary to safety to stow away 2,000 souls into life boats and get the little crafts to a place of safety. For when a great hulk like the Titanic sinks there is an almost irresistible suction exerted on any object within reach of 300 yards, so that it is probable that the great life boats, filled with escaping souls, were dragged down to the bottom in the rush of water that followed the disappearance of the Titanic. Certainly some were lost in this way."

Then in addition, the water in the iceberg region is at a very low temperature. It would have been impossible for any one to survive ten hours in that sea. Those who jumped from the Titanic, or were perhaps shoved out of the lifeboats, were frozen in ice. It is probable that the Virginian got within rescue range.

"One can imagine the scene—the crash comes, the captain and his officers take firm control of the situation, the cursory examination leads to the belief that the steamer will not sink, and the fear of the passengers are quieted while the ringing of the lifeboats is shaken out as a precautionary measure. Then the captain discovers that the water is rising in the hole faster than it can be pumped out, the engines will soon fail and the pumps stop working."

Mad Scramble for Boats. "The passengers must be given off the ship if they are to be saved. In perfect order, the first boats are lowered, and the vessel is calmed and stowed safely in them. The great ship begins to feel the water in her hulls and lists by the head. Then the remaining passengers begin to feel shaky—suddenly the lights all over the ship go out, and the panic breaks loose."

Smiling Faces All Indicate Approval

It Is a Great Satisfaction to Know That Our Editors Are So Well Appreciated.

All who call at this office for Every-day's Cyclopaedia plainly show by their actions that they are pleased to appreciate this, for we know that the act of looking at the book in the hands of every progressive man, woman and child.

The Times-Dispatch's featherweight reference work is full and complete in every respect. It contains all the information to be found in a high-priced cyclopaedia, with added features that go to make it much more useful. It has another advantage in that it is of convenient size and can be placed on the desk or table, or upon a shelf, and is so arranged, to be used for quick reference.

One of the interesting subjects in it is the chronological history of the world, which treats historical events according to dates from 7,000 years before Christ down to the present year of 1912. Nothing could be more useful for the child at school, and there is not a man or woman who reads that cannot be benefited thereby.

The advance complimentary distribution conducted by The Times-Dispatch enables a certain number of readers to familiarize themselves with the merits of this wonderful set of books before the general sale begins at the list price of \$12.50. Only one set will be allowed any family, and the publishers reserve the privilege of withdrawing the complimentary distribution at any time.

So our readers must act quickly and secure the complimentary set. The Times-Dispatch's Cyclopaedia is to clip six consecutive coupons from another page and present them at the business office, together with the small promotion fee to cover the necessary expense items of distribution.



ADMIRAL HARRIE WEBSTER.

loose. The officers and crew are swept aside in the mad scramble for the boats; some fools jump and miss the boats, to sink forever under the water. Others crowd into the lifeboats until they become overloaded and are swamped. Some are seized with the desire for suicide, others fall on the deck praying, and cannot be moved, while still others rush foolishly to the staterooms and lock themselves in to pray in solitude."

Admiral Webster's Theory. "My theory of the collision is one that a great many seamen hold. In common with even small pieces of ice, only one-seventh of the iceberg is visible above the water, the far greater portion of the ice being submerged. The little mound of ice—the iceberg—which the captain sees a half-mile off the bow may have a prow-like projection which extends under water for a distance of a mile or more. This projection may be a few feet under water or several hundred. It is this class of berg which is called a floe, and the class which is most dreaded by the mariner."

"Running in the night, as she did, it is reasonable to suppose, that the Titanic ran full speed on this submerged projection at a time when the captain thought he was giving the berg a berth of half a mile. Seamen have led to this explanation of the collision because of the speed with which the Titanic sank. To sink in four hours there must have been a rip in the bottom of the ship extending almost from stem to stern, just such a tearing of the plates as would result from running on a donkey matter how big the ship, the thickness of bottom plates is practically the same on all steamers—about one inch or a little more."

"If the Titanic had been on a ledge, perhaps a great portion of it torn away, but this steamer is provided with automatic collision bulkheads, in addition to the airtight compartments, which would have kept the vessel afloat for twelve hours if not more."

Ran Bottom on Submerged Floe. "It is barely possible that a head-on collision would have sprung the Titanic. It is certainly would not have sprung them enough to permit of the ship's sinking in four hours. Furthermore, if the collision was head-on, bulkheads would have kept the water from reaching the boilers and fires, which situated a little aft of the center of the vessel. Every piece of information which has come to hand points to the ripping of the ice by a floe. The experience and skill of Captain Smith, the fidelity of his officers and the construction of the ship make it inconceivable that there could have been a head-on collision. The owners of the Titanic were almost right in saying that the giant steamer was unsinkable—there was just one way she could be sunk, and that was by running her bottom on a submerged ice floe."

Milady's Toilet Table

By Mme D'MILLE

A good complexion is within reach of every woman. All it requires is proper care. Throw away powders and cosmetics, dye in the open air as much as possible, and use a simple solution made by dissolving an original package of mayonaise in a half-pint of water. Gently massage face, neck and arms with this solution and you will be delighted with results. Its effect is instantaneous, and in a short time the skin is smooth, soft, shining and girlish.

To keep the hair bright, fluffy and youthful looking use a dry shampoo two or three times a month. Wash the hair with a solution of water and a couple of cornmeal in a fruit jar and mix with it an original package of thorax; sprinkle a little on the hair and brush out. It brushes out easily, takes all dust, dandruff and excess oil with it and leaves the hair clean, bright, wavy and rich in color.

To stop headache or ache in back of joints, reduce swelling, allay inflammation, to relieve pain in any part of the body, apply the solution and rub in well. It is used for neuritis, rheumatism, lumbago, etc. The world never saw its equal as a pain killer.

Superficial hair on face or forearms can be quickly and easily removed at home by applying delicate paste. Make enough paste to cover the hairy surface by adding powdered detolene and water; apply, and wipe off after two minutes; then wash the skin and hair with this solution and you will be safe, speedy and sure.

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had come from the Carpathia since she was able by the aid of the Olympic to relay many hours before to send word ashore a list of the names of first and second-cabin Titanic survivors which she had on board. It is thought—feared would be the better word—that this list is now practically complete. As for the rest, direct advice from Sable Island reported that weather conditions were bad for transmission and that only faint communication was had with the ship, she being barely within range of call. It was thought, too, that the wireless operator on the Carpathia had become fatigued from his long siege at the key of the liner's wireless, and that he was resting, preparing for the transmission of messages when the ship comes into communication with stations on the American coast.

LITTLE HOPE REMAINS OF REASSURING NEWS

New York, April 16.—Only a faint hope remains to-night that any of the 1,302 passengers and crew who have been missing since the giant Titanic sank have been picked up by transatlantic liners. The 565 survivors rescued from lifeboats by the Cunard steamer Carpathia, now on her way to this city, are the only known saved. The brief and meagre wireless messages that came to hand to-day practically extinguished the hope that some of the ill-fated passengers might be

picked up at sea by the steamships Virginian and Parisian, of the Allan Line. Both of these steamers sent word that they had none of the Titanic's survivors on board.

Of the 565 persons rescued by the Carpathia, the names of 326 passengers had been received by wireless up to 1:30 o'clock. The Carpathia evidently was out of wireless range toward noon, for after that efforts to reach her without wireless communications were futile, and a score of more messages from the Cunard Company and other sources were unanswered.

At 5 o'clock this afternoon Vice-President Franklin, of the White Star Line, said that so far as he knew the Olympic was still standing by the Carpathia to relay wireless messages. He added that he had received word from the Olympic since 9 o'clock this morning, and that he had been unable to get either the Carpathia or the Olympic by wireless.

Route Is Abandoned. Mr. Franklin said also that the steamship companies crossing the Atlantic had entered into an agreement to abandon the short northern route in favor of the southern route as long as icebergs were reported in the pathway of the former course.

The dispatch from Montreal saying hope was still entertained there that the Carpathia might have aboard some of the Titanic's survivors, Mr. Franklin characterized as "a ridiculous report." He added that "in my opinion neither the Parisian nor the Virginian has any survivors aboard."

The Titanic was insured for \$5,000,000, Mr. Franklin said. On the ship he added, the White Star Line would lose about \$3,000,000.

"This will be the smallest part of our loss," he added.

Captain Rostron, of the Carpathia, in his last wireless report to the Cunard Company stated that his vessel was proceeding slowly through a field of ice to this port.

President Taft late this afternoon directed the Secretary of the Navy to order that if necessary, in the event that the Carpathia should be sighted, the Navy should be given to dispatch the cruiser North Carolina instead.

Possible Chance for News. A possible chance of obtaining news bearing upon the disaster developed early this evening when the Loyd Line California came into the zone of wireless communication with Sable Island. The California was reported at the scene of the disaster shortly after the Titanic went down, and it was thought probably that she would have valuable information to communicate.

Captain Rostron, of the Carpathia, has been instructed to send full details of the sinking of the Titanic.

Call for Virginia Republican Mass Convention.

To the Republicans of Virginia:

WHEREAS, Certain men claiming to be Republicans have met at various places and times in this State and illegally and fraudulently held what were called City, County and District Conventions, and a State Convention, in violation of the principles of the Republican party and contrary to the letter and spirit of the call of the Republican National Committee, and did in such conventions improperly and illegally elect delegates to the Republican National Convention, which meets in Chicago June 18, 1912, and did elect a Chairman for the Republican party for the State of Virginia, and did so many other illegal and fraudulent acts destructive of the best interests of said party; and

Whereas said conventions were not expressive of the choice of the majority of the Republican ELECTORS of the State of Virginia, as evidenced by popular mass conventions held in various places throughout the State, repudiating said conventions and their acts, and in due form selected, authorized and directed their representatives to meet as a State Committee and issue a call for a State Convention of the Republican ELECTORS of the State of Virginia;

NOW THEREFORE, In obedience to the expressed will of the people by their representatives in meeting assembled, duly organized and held in the city of Richmond, Va., on the 10th day of April, 1912, and

Responsive to the call of the REPUBLICAN NATIONAL COMMITTEE, the State Committee of the Republican Party of Virginia, as aforesaid, hereby calls a MASS STATE CONVENTION of the Republican ELECTORS of Virginia, and invites the active participation of all ELECTORS, without regard to color or past party affiliations, who believe in the principles of the Republican party and endorse its policies, to meet in the city of Richmond, Va., at 12:00 o'clock noon on the 16th day of May, 1912, for the purpose of selecting

FOUR DELEGATES-AT-LARGE and FOUR ALTERNATES-AT-LARGE to the Republican National Convention which meets in the city of Chicago, Illinois, on the 18th day of June, 1912, to nominate candidates for President and Vice-President of the United States, and

TWO ELECTORS-AT-LARGE, to be voted for at the election to be held on November 5, 1912, and a STATE CHAIRMAN,

and the transaction of such other business as may properly come before said Convention.

STATE COMMITTEE OF THE REPUBLICAN PARTY OF VIRGINIA,
R. G. L. PAIGE, Jr., Secretary.
J. R. POLLARD, Chairman.



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